

751 City

FIELD TRIP

THROUGH FLOODED AREAS OF SACRAMENTO VALLEY

MARCH 30 to APRIL 1, INCLUSIVE

FITTINGER AND HUBER

BIT



REGIONAL WATER CONSERVATION DIVISION

86253

FIELD TRIP THROUGH FLOODED AREAS OF SACRAMENTO VALLEY
MARCH 30 TO APRIL 1, INCLUSIVE - FITTINGER AND HUBER.

March 30, 1940.

Left Berkeley at 2:00 P. M.

3:00 P.M. Noted flood conditions resulting from Green Valley Creek in the vicinity of Cordelia. There was considerable area flooded west of Highway 40, but the bridge on the State Highway was carrying the water. However, on the old highway into Cordelia from the north, the bridge opening was not of sufficient capacity and considerable farm lands and ranches were inundated. Water was flowing over the highway for about 200 yards. After taking photos, trip was continued to Sacramento, going directly to the office of Mr. Edmonston.

4:50 P.M. Mr. Edmonston was not at his office, but found Messrs. Hawley and Holmes, who attempted to contact Mr. Edmonston and made arrangements to call him at his home later.

5:45 P.M. Contacted Mr. Edmonston, who reported that flood conditions were expected in the Yuba City-Marysville area and on the Bear River in the vicinity of Wheatland. (Mr. Edmonston's phone Main 4702 and Mr. Waddell's phone Main 6016-R).

Left Sacramento at 6:00 P.M. for Marysville. It was necessary to detour out of Sacramento around North Sacramento to Roseville on account of the American River being in flood. However, no serious conditions were expected.

Arrived Marysville about 9:00 P.M., and found both the Yuba and Feather Rivers were rising slowly, flood gates were closed, and considerable work had been accomplished in sandbagging low spots

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Creek in the vicinity of Cordelia. There was considerable area
flooded west of Highway 40, but the bridge on the State Highway was
carrying the water. However, on the old highway into Cordelia from
the north, the bridge opening was not of sufficient capacity and con-
siderable farm lands and ranches were inundated. Water was flowing

over the highway for about 500 yards. After taking photos, trip
was continued to Sacramento, going directly to the office of Mr. Edmonston.

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Arrived Marysville about 9:00 P. M., and found both the
Yuba and Feather Rivers were rising slowly. Flood gates were closed,
and considerable work had been accomplished in sandbagging low spots

in the levees. The Army Engineers had crews at work on both rivers with current meters. Spent considerable time checking for sources of information on expected flood peaks and later contacted Mr. W. T. Ellis (Author of "My Seventy-Two Years in Yuba County" and member of the levee commission). Mr. Ellis reported that the flood was at that time receding at Oroville, and that the peak was not expected to arrive at Marysville until about 8 o'clock the next morning. The flood of 1937 was reported as reaching a gage height of 25.8 at the D Street bridge on the Yuba River. To Hotel Marysville for the night.

March 31, 1940.

8:00 A.M. Yuba River gage was at 25.0 (about crest) and river was expected to recede. Photos were taken of flood conditions at both the highway and railroad bridges.

9:00 A.M. The Feather River gage stood at $26\frac{1}{2}$ and had peaked slightly above at about 6:00 A.M., and was holding steadily at this height. The flood peak on the Yuba River was just a few inches under the 1937 high water mark. After taking photos went to Knights Landing by way of Highway 24. The Sutter By-Pass was carrying considerable water, but the peak was not expected until the following day.

10:35 AM. Arrived at Knights Landing. Gage height stood at 31.3 and it was reported that there were 3.2 feet passing over Fremont Weir.

11:30 A.M. At Fremont Weir gage height was 37.1. Photos taken, then returned to Knights Landing. Went to Pump House #1500

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10:35 AM. Arrived at Knights Landing. Gage height stood at 21.4 and it was reported that there were 3.5 feet passing over Tremont Weir.

11:30 A.M. At Tremont Weir gage height was 27.1. Photos taken, then returned to Knights Landing. Went to Pump House 1800

on Sutter By-Pass. 6-52" pumps lifting seepage from Sutter Basin into By-Pass. Gage at 38.4, which is 3 feet below crest of February-March flood. From Knights Landing followed the river road (Highway 45) by way of Grimes and Sycamore to Colusa. Learned at Colusa that flood conditions were again expected in the Meridian area, so returned to Meridian and drove south down the east side of the Sacramento to the area flooded during February and March. Waters were rising due to levee breaks above. Many people in the area were preparing to leave their homes.

5:15 P.M. Returned to Colusa. Gage height at Colusa 25.3. Expected to crest next day, but lower than previous flood due to levee breaks above.

From Colusa went to Princeton area, where considerable work was being done in strengthening and raising repaired levees which had gone out in the February-March flood. There were still several breaks from three to five miles above Princeton, which at that time were spilling water into farm lands north of Princeton. Photos were taken of repairs and flood conditions. Roads closed on direct routes to Willows and it was necessary to return south nine miles to the Maxwell road to continue to Willows. Spent the night at the Barton Hotel at Willows.

April 1, 1940

Saw Lowell Meyers, Forest Engineer, and went with him to Supervisor's office. Mr. Price reported that a complete survey of the damages resulting from this last storm had not been made, but

on Upper Ry-Pass. 6-52" jumps lifting logs from Gutter Basin
into Ry-Pass. Logs at 38.4, which is 7 feet below crest of February-
March flood. From Knight's Landing followed the river road (Highway
45) by way of Grimes and Symons to Colusa. Learned at Colusa that
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Hotel at Willow.

April 1, 1940

Ray Lowell Meyers, Forest Engineer, and went with him to
Superintendent's office. Mr. Price reported that a complete survey of
the damage resulting from this last storm had not been made, but

that he and Meyers were at that time preparing to go to the field to ascertain if there were any additional damages due to this storm. Meyers and Huber chartered a plane and took photos of flooded area in the vicinity of Butte City.

From Willows went to Glenn. Took photos of repaired levees in the vicinity of the Doty and Estes Ranches, then continued to Red Bluff by way of Hamilton City, Orland, and Corning. The Hamilton City-Chico road was flooded and closed. The Stony Creek bridge was closed due to a washout occurring during the February-March flood. Photos taken as it is a repetition of the 1937 conditions. From Red Bluff took Highway 99-E to Oroville, noting that none of the streams (Deer Creek, Mill Creek, Antelope Creek, Little and Big Chico, Sycamore and Rock Creeks) were reaching the peaks that had occurred during the February-March storm. All were receding at this time. Highway 24 from Oroville to Marysville was closed due to 8 feet of water over the highway, and it was necessary to continue to Marysville by way of Gridley. From Marysville phoned Mr. Lawrence, informing him of the conditions, and we were instructed to return to the office.

At Knights Landing the gage stood at 31.5 at 5:10 P. M. No higher water was expected.

Returned to Berkeley at 8:00 P.M., Huber continuing to San Francisco with the car.

/s/ Herman J. Fittinger

that he and Meyers were at that time preparing to go to the field to ascertain if there were any additional damages due to this storm. Meyers and Haber chartered a plane and took photos of flooded areas in the vicinity of Butte City.

From Willow Lake went to Glenn. Took photos of repaired levees in the vicinity of the body and Estes Ranches, then continued to Red Bluff by way of Hamilton City, Orland, and Corning. The Hamilton City-Glenn road was flooded and closed. The Stony Creek bridge was closed due to a washout occurring during the February-March flood. Photos taken as it is a repetition of the 1937 conditions. From Red Bluff took Highway 99-N to Oroville, noting that none of the

streams (Bear Creek, Mill Creek, Antelope Creek, Little and Big Chico, Squaw and Rock Creeks) were reaching the banks that had occurred during the February-March storm. All were receding at this time. Highway 99 from Oroville to Marysville was closed due to 8 feet of water over the highway, and it was necessary to continue to Marysville by way of Gridley. From Marysville shared Mr. Lawrence, informing him of the conditions, and we were instructed to return to the office.

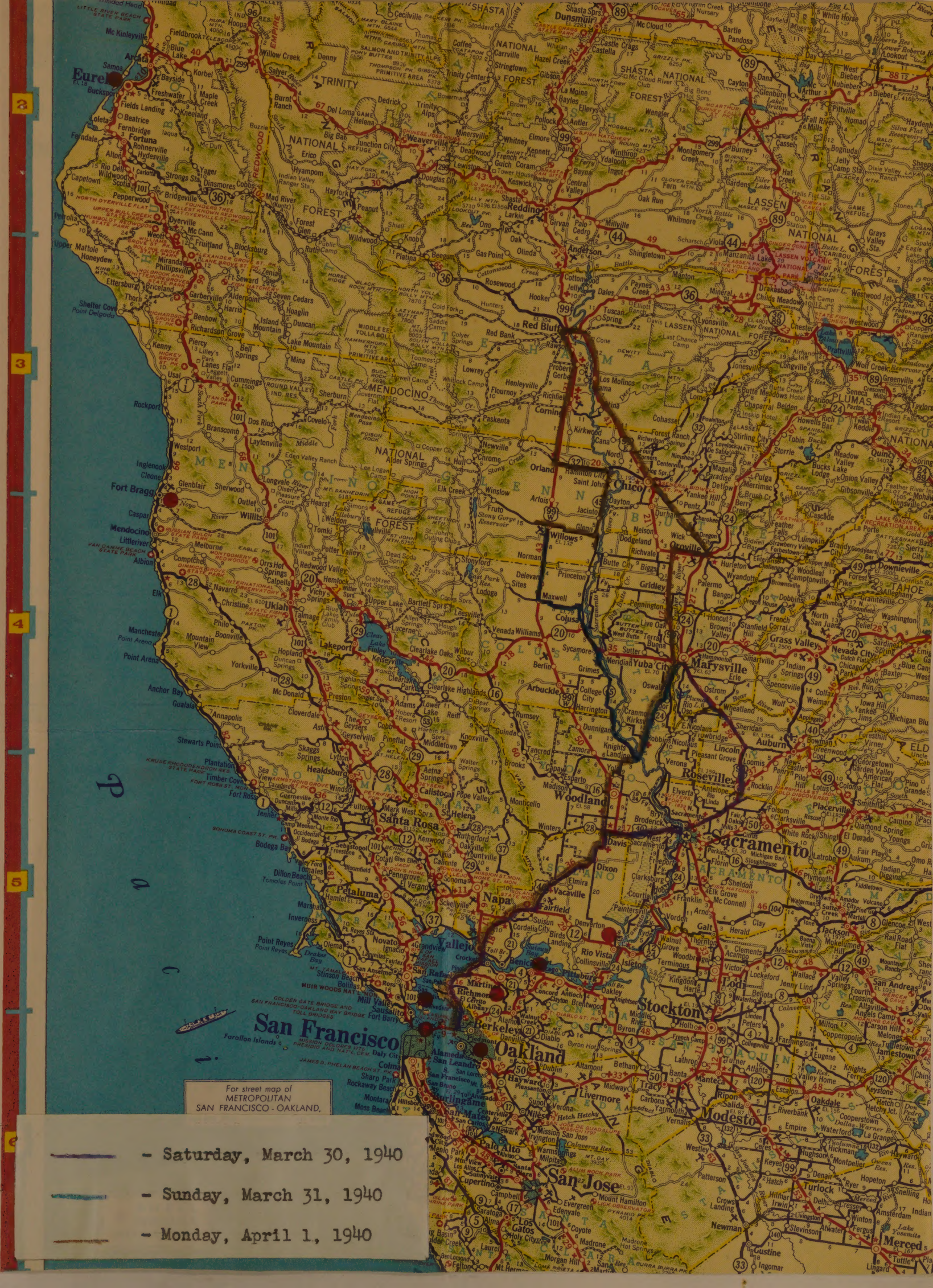
At Knights Landing the gaze stood at 11.5 at 5:10 P. M.

No higher water was expected.

Returned to Berkeley at 8:00 P. M., Haber continuing to San

Francisco with the car.

/s/ Herman J. Pittenger



- Saturday, March 30, 1940
- Sunday, March 31, 1940
- Monday, April 1, 1940





ERH-1

Flood conditions - Green Valley Creek on old
highway into Cordelia. 3:10 P.M. - 3/30/40



ERH-2

Flood conditions - Green Valley Creek on old
highway into Cordelia. 3:10 P.M. - 3/30/40



ERH-3

Yuba River at Yuba City - Marysville Bridge about 10 P.M. - 3/30/40. Note white line on post - 1937 high water mark. Waters still rising at time of photo.



ERH-4

Feather River at Marysville about 10 P.M. - 3/30/40. Waters still rising at time of photo.



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ERH - 5 and 6

Crowds watch rising rivers. Feather River at Yuba City night of 3/30/40. Note railroad flat car loaded with sand bags in right background, Photo No. 6.



Feather River bridge at Marysville about 9 A.M. - 3/31/40.

ERH-8

Flood conditions - Yuba River at Marysville.
Looking downstream from highway bridge - 8 A.M.
3/31/40



ERH-9

Feather River railroad bridge at Marysville -
A.M. - 3/31/40



ERH-10

Salvaging driftwood - Yuba River near Marysville - 3/31/40 - about 9 A.M.



ERH-11

South end of Yuba River bridge about 9 A.M. 3/31/40. Note white line on post is 1937 high water mark.



ERR-12

Feather River bridge - Yuba City - 8:30
A.M. - 3/31/40.



ERR-13

Feather River railroad bridge near Marysville -
A.M. - 3/31/40.



ERH-14

Yuba River - looking downstream from highway
bridge - Marysville - 3/31/40 - 8 A.M.



HJF-1

Staff gage on Yuba River bridge - 8 A.M.
3/31/40. Gage at 25.0 (about crest).



HJF-2



HJF-3

South end of Yuba River bridge at Marysville
about 9 A.M. - 3/31/40. Line on post is
1937 high water mark.



ERH-15

Feather River at Marysville bridge - 3/31/40 -
9 A. M.

100-2

100-2

South end of Lake River bridge at Mayville
about 9 A.M. - 3/1/40. Line on post is
1937 high water mark.

100-2

9 A.M. -
Lake River at Mayville bridge - 3/1/40 -



ERH-16

Telephone crews removing pole loosened by flood and drifted against bridge. Feather River at Marysville - 3/31/40 about 9 A.M.



HJF-4

Feather River at Marysville about 9 A.M. - 3/31/40. Note tracks under water, sand bags, and flood gate closed.



HJF-5



HJF-6

Feather River at Marysville about 9 A.M. -
3/31/40. Telephone crews removing pole
lodged against bridge. Man in motor boat
assisted telephone men.



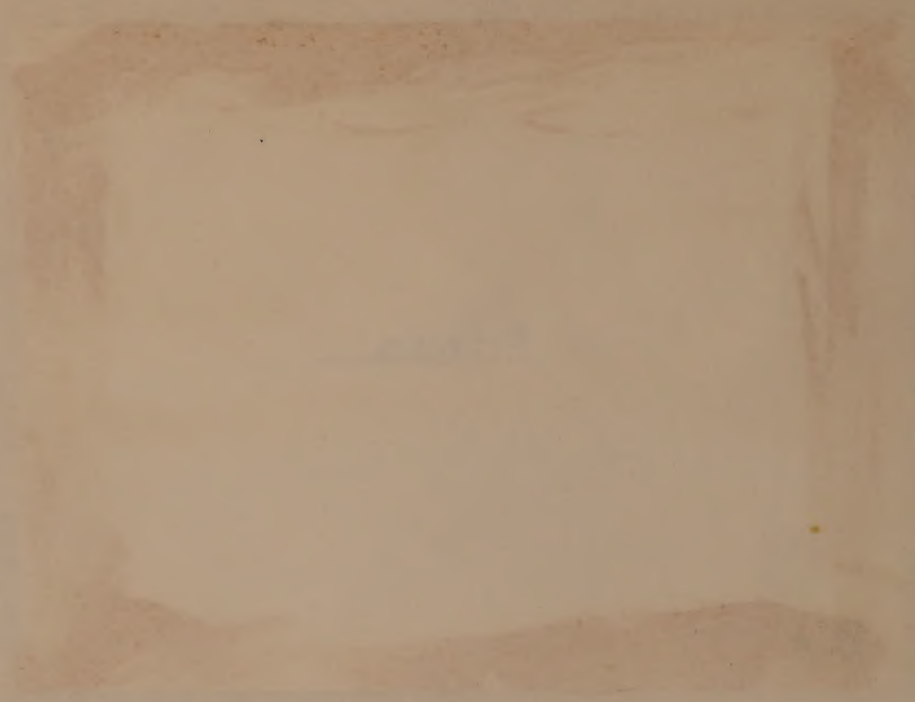
RHL-17

Freemont Weir below Knights Landing - 11:30
A.M. - 3/31/40. Gage height 37.1.

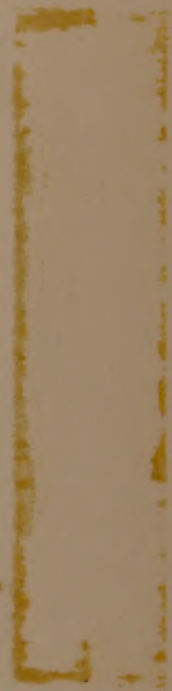


EEH-18

Debris piled up against levee on east side
of Sacramento River about 3 miles south of
Meridian, resulting from flood of February-
March. Photo taken about 3 P.M. - 3/31/40.



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ERN-19



ERN-21, 22, 23.

Photos of levee repairs about 2 miles above Princeton taken 6:10 P.M. - 3/31/40. Break occurred during flood of February-March, 1940, about one month prior to photos.





ERH-37, 38



ERH-39, 40.

Flooded conditions and flows coming from levee
break above Princeton - 6:30 P.M. 3/31/40.
These photos taken near repaired break shown
in Photos No. 19,20,21,22,23.



KHH-24, 25, 41

Air photos of flooded area, vicinity of
Willows - 10 A.M., 4/1/40.

(Continued on page 15)





ERH-26,27,28

Air photos of flooded area, vicinity of
Willows - 10 A.M., 4/1/40.

(Continued on page 16)





ERN-29,30,31

Air photos of flooded area, vicinity of
Willows - 10 A.M., 4/1/40.





HJF-7

Repaired levee between Doty and Estes Ranches
4 miles south of Glenn. 11 A.M. - 4/1/40.



ERH-32

Repaired levee break between Doty and Estes
Ranches 4 miles south of Glenn. 4/1/40.
11 A.M.



ERN-33

Repaired levee break between Doty and Estes
Ranches 4 miles south of Glenn. 11 A. M. -
4/1/40.



ERN-34

Stony Creek Bridge, Hamilton City - Orland
City road wash out during February-March
Flood, 1940. 12:10 P.M., 4/1/40.



ERH-35

Stony Creek-Glenn Hamilton City Road. Damage Resulting
from February-March Flood, 1940. 11:30 A.M., 4/1/40.



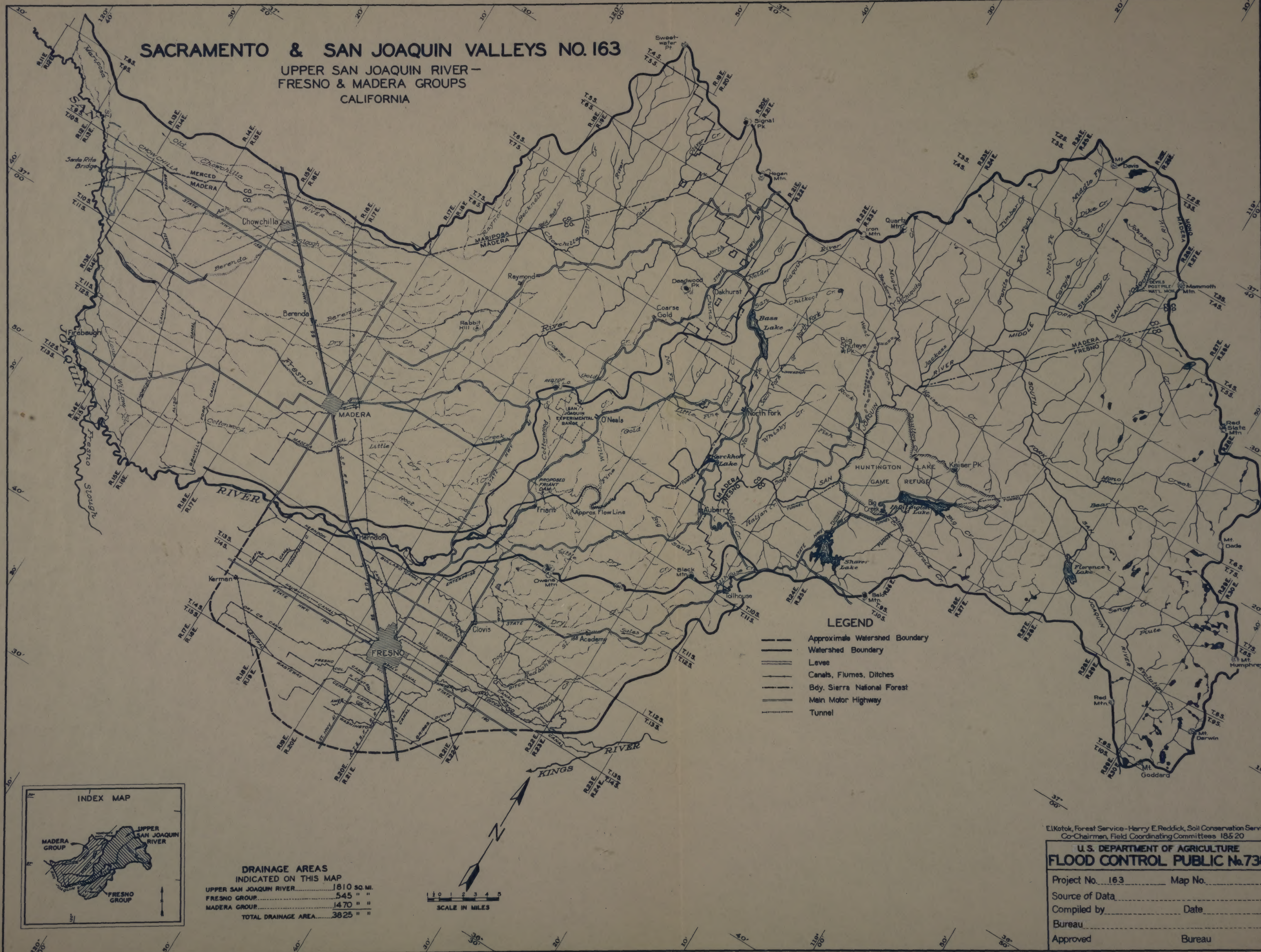


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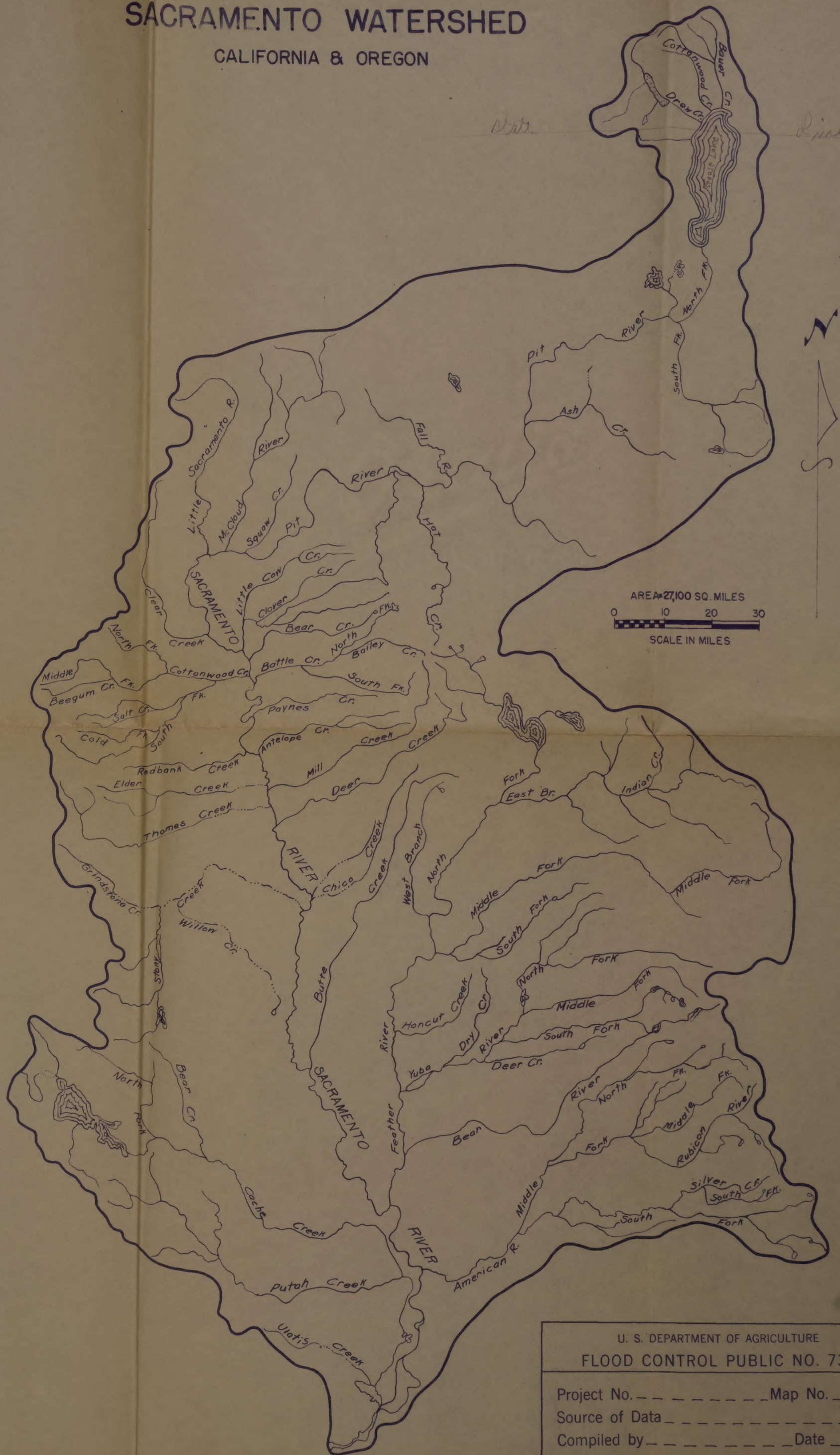
SACRAMENTO & SAN JOAQUIN VALLEYS NO. 163

UPPER SAN JOAQUIN RIVER—
FRESNO & MADERA GROUPS
CALIFORNIA



SACRAMENTO WATERSHED

CALIFORNIA & OREGON





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T. W. HORSBURGH, CHIEF ENGINEER

1932

Scale 1:50,000

Longitude west from Greenwich

LEGEND

- National Forest Boundary
- Adjacent National Forest Boundary
- Good motor road
- Poor motor road
- Road not passable to motor
- Trail
- Railroad
- Ranger station
- Permanent lookout station
- Triangulation station
- Lookout station and triangulation station
- House, cabin, or other building
- Main motor highway
- Superior's headquarters, Mt. Shasta, Calif.

Compiled at Regional Office, San Francisco, 1927
From U. S. G. S. G. L. O. Forest Service, and
other sources by R. A. Sedgwick and D. E. Walker
Revised by J. L. Bell
Revised 1932

Projection
North American datum

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